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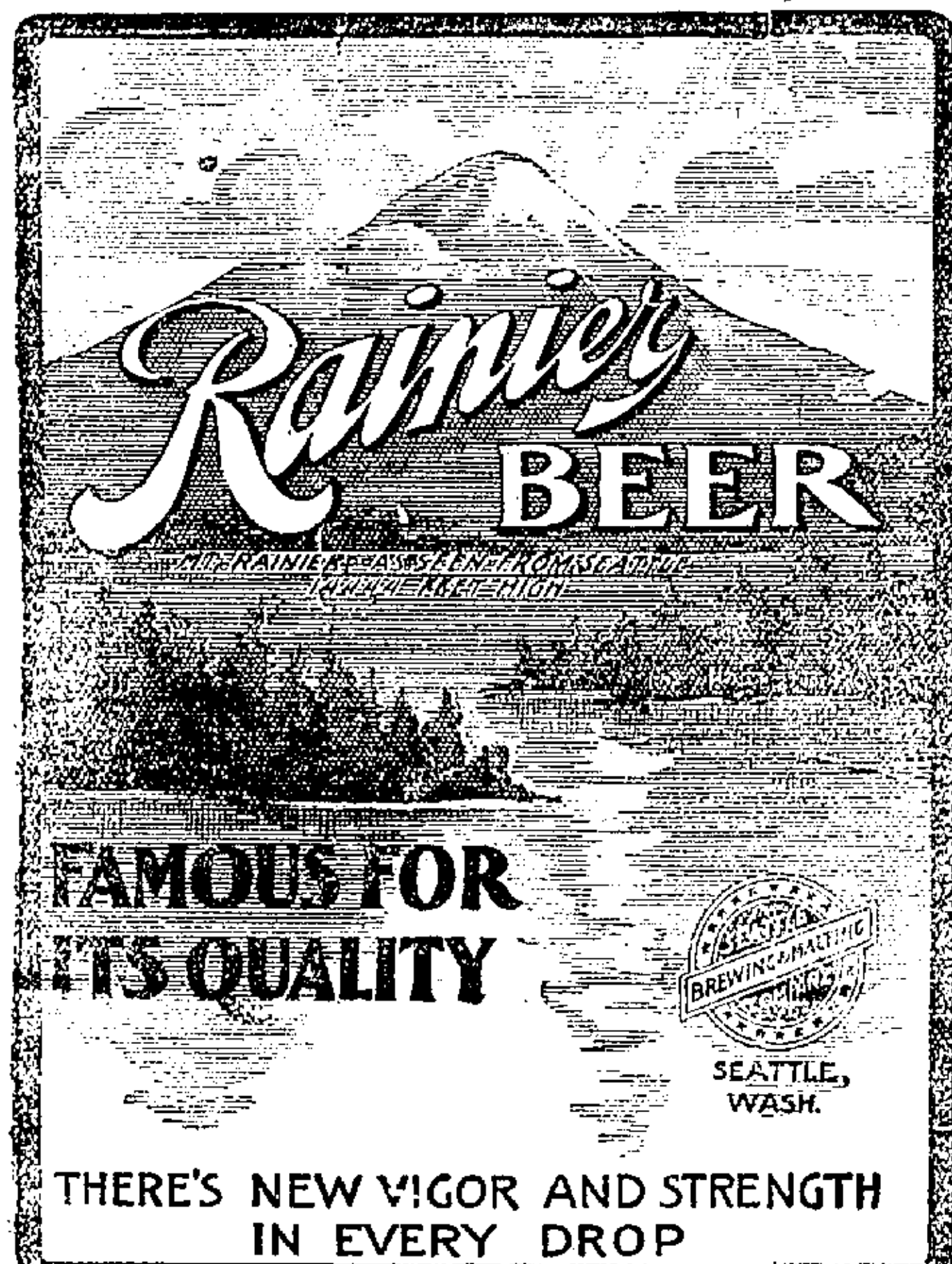
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El

Intimations.

HONGKONG JOCKEY CLUB.

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undersigned.

A. S. ANTON,
Acting Clerk of Course.
Hongkong, August 23, 1902. 1740

HONGKONG JOCKEY CLUB.**PROGRAMME FOR THE 1903****MEETING.****FIRST DAY.**

1. Wong-Nai Chong Stakes, Five Furlongs, ... Hongkong Waters
2. Valley Stakes, 3/4 Mile, ... China Griffins
3. Maiden Stakes, 3/4 Mile, ... Water Griffins
4. Victoria Stakes, One Mile, ... China Griffins
5. Fenchow Cup, 2 Mile post once round & in, ... Open Waters
6. Derby, One & a half Miles, ... Water Griffins
7. Lantano Cup, One Mile, ... China Griffins
8. Club Cup, One & a half Miles, ... China Griffins
9. Encouragement Stakes, One Mile, ... Water Griffins
10. Chinese Club Cup, Once round, ... China Griffins

SECOND DAY.

1. Flyaway Stakes, Seven Furlongs, ... Water Griffins
2. Exchange Plate, 3/4 Mile, ... China Griffins
3. Professional Cup, One & a half Miles, ... Open Waters
4. German Cup, quarter, ... China Griffins
5. Garrison Cup, One Mile, ... China Griffins
6. Jockey Cup, One Mile, ... China Griffins
7. Great Southern Stakes, 2 Mile post round & in, ... China Griffins
8. Navy Cup, One & a quarter Miles, ... Hongkong Waters
9. Hongkong Stakes, One Mile & a half, ... China Griffins
10. Tai Yeuk Fong Cup, Once round, ... China Griffins

THIRD DAY.

1. Spring Stakes, 2 Mile post once round & in, ... China Griffins
2. Grand Stand Stakes, One Mile, ... Water Griffins
3. Challenge Cup, One Mile & three quarters, ... China Griffins
4. Ladies Purse, One Mile, ... Hongkong Waters
5. Blake Challenge Cup, One Mile, ... China Griffins
6. The Purse Cup, One Mile, ... China Griffins
7. Phaeton Stakes, 3/4 Mile, ... Water Griffins
8. Champions, One Mile & a quarter, ... China Griffins
9. Water Champions, One Mile & a quarter, ... Open Waters
10. N.R. Desperando Stakes, 1/2 Mile, ... China Griffins

Weight for inches as per Hongkong Jockey Club Standard.

Subject to penalties for winners and allowances for Non-Winners and Griffins as may be determined by the Stewards hereafter.

'Hongkong Waters' means all Waters imported into Hongkong in any year as 'Subscription' or 'Derby' Griffins.

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'China Griffins' means all China Griffins imported into Hongkong in 1902 as 'Subscription' Griffins.

By Order of the Stewards.

A. S. ANTON,
Acting Clerk of Course.

Hongkong, August 27, 1902. 1746

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M.I.M.E., M.I.Mech.E., London.
DONALD MACDONALD,
Hongkong, May 28 1894. 1063

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Hongkong, September 1st 1901. 140

Intimations.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.**NOTICE TO SHAREHOLDERS.**

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held in the OFFICES of the GENERAL MANAGERS, on MONDAY, the 16th SEPTEMBER, at 11.30 A.M. for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts for 31st July, 1902. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 15th Instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, September 2, 1902. 1791

THE PUNJON MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a MEETING of the Board of Directors of the above named Company held on the 18th day of AUGUST, 1902, it was resolved that the following Ordinary Shares of the said Company, the distinguishing Numbers of which are hereunder written, be and they were duly FORFEITED in accordance with Article No. 28 of the Articles of Association of the said Company.

Notice of the liability of FORFEITURE of these SHARES appeared in the Hongkong Local Newspapers from the 8th day of July to the 25th day of July, 1902.

NUMBERS OF FORFEITED SHARES:
2559/2563 4234/4234 1273/1277
1306/13700 19084/19283 21433/21447
2214/22121 25049/25048 36302/36301
36142/36164 38154/38163 38269/38272
49308/49392 55291/55340 65391/65490
67502/67526

W. KERFOOT HUGHES,
Acting Secretary.
Hongkong, 19th August, 1902. 1711

MINERAL ASSAYS & ANALYSES.

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5th October, 1901. 1726

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Hongkong, November 1, 1901. 2221

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SUBSCRIBERS are notified that when A CALL IS MADE and the TELEPHONE IS NOT ANSWERED by the PERSON ACTUALLY REQUIRED, instead of Listening until this Person can be found it is better to give their Name and Number to anyone answering, and then TO RING OFF.

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W. STUART HARRISON
Manager.
Hongkong, September 1st 1901. 140

Intimations.

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THE Undersigned have received instructions from the Base Medical Store Depot C. F. to sell by Public Auction, on

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the 3rd September, 1902, at 2.30 p.m., at their Sales Rooms, 20 Des Voeux Road, A QUANTITY OF MEDICAL AND SURGICAL STORES.

Terms:—As usual.

HUGHES & HOUGH,
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Hongkong, August 30, 1902. 1785

PUBLIC AUCTION.

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1.15 p.m. to 1.45 p.m. Every 15 minutes.
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2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, December 17, '01. 1061

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JUST LANDED by S.S. "PRINCESS IRENE."

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Hongkong, August 27, 1902. 1764

三字號

THE TRI-METRIAL CLASSIC.
Translated from the Chinese by E. J. EITEL, Ph.D.

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CHINESE SCHOOL BOOKS
I.—San Tze King
II.—T'zu Tze Man
Translated into English by Dr. E. J. EITEL.
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THE SCARCITY OF METALS AND PROHIBITION OF CARELESS USE.

Engineering, referring to the fact that the supply of platinum does not keep pace with consumption, whereby industries will languish for want of the material, commends the Reichstag, of the Fatherland, for the proposal to introduce a legal prohibition of the use of platinum where it could be replaced without serious inconvenience by some other metal, and to limit its consumption to cases where its employment is essential. It is not easy to see how such an enactment as this could be enforced strictly; but, in the abstract, the measure was undoubtedly wise. Besides, the restricted use of platinum in one country could go a very little way to remedy a situation that is becoming acute in all manufacturing countries. For the metal is in great request in the manufacture of electrical apparatus, and for electrical engineering generally, as well as for numerous other purposes for which no effective substitute has been found. There is no good reason to anticipate an actual exhaustion of supplies; but the fear is that, with the progress of electricity mainly, the gulf between demand and supply may become wider and wider. Already platinum is more valuable than gold. Something like 95 per cent. of last year's production of 13,800 lb., as compared with 13,250 lb. for 1900, came from Russia; and while it is probable that scientific exploitation of the whole of the Urals would lead to the discovery of other sources of supply, it is pretty clear that in the Government of Perm little enough progress is being made, in spite of the profitability of the industry. The metal is obtained from alluvial deposits or platinum-bearing sands, which frequently include gold, and which very in occurrence up to 4 or 5 zolotniks (the zol.—66 grains Troy) and more in 100 pounds of sand (3610 lb.). The thickness of the beds ranges from 3 ft. to 7 ft. We have been told to look to New South Wales as an important source of supply, and probably with scientific exploitation, the investment of a reasonable amount of capital, and the diversion of a fair number of miners, that colony would be of great use in supplying the world's requirements. The metal is obtained chiefly from the Fifield district, about 322 miles west of Sydney, where it is found associated with gold. Whereas this centre yielded 1250 oz. in 1898, it yielded only 530 oz. in 1900. Probably the lack of organisation and the attractions of the goldfields explain the decrease. The Superintendent of the Assay Office at Vancouver, adds Engineering, has reported that, among the specimens of gold brought to him to be refined, he has found considerable quantities of platinum; and he is under the impression that the miners do not know platinum when they see it. Very little of the metal is obtained in the United States.

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Hongkong, August 30, 1902. 1784

Dentistry.

Mr. CHADWICK KEW,
DENTAL SURGEON,
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OFFICE HOURS: 9 A.M. to 5 P.M.
Hongkong, March 18, 1902. 185

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Hongkong, April 24, 1900. 623

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AMERICAN SYSTEM
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HONGKONG OBSERVATORY.

The Storm Warning Question.

We have received about ten columns of 'copy' (more or less) dealing with complaints made in one of our contemporaries respecting the issue of storm warnings by the Hongkong Observatory, and we have been requested to publish the whole of it as it is of interest to the seafaring community. We regret that we cannot accede to this request, but give as full a summary as we can. The following letter was addressed to the Colonial Secretary by the Secretary of the Chamber of Commerce—

Hongkong General Chamber of Commerce,
17th May, 1902.

Sir,—The attention of the Committee has been drawn to a statement in the *Daily Press* to the effect that the storm-warnings issued by the Siewwei Observatory, Shanghai, were not received by the Kowloon Observatory for reasons known best to the Director, and that in the absence of such notices vessels leaving for Japan last summer had been caught in the typhoon of August in which one had been lost, and another, the Indo-China steamer *Laiyang*, placed in great jeopardy.

In reply to an enquiry from this Chamber as to the correctness of the statement that the Kowloon Observatory had refused to receive the Shanghai storm-warnings, the Director of the Siewwei Observatory says it is true that the Government Astronomer at Hongkong has objected to receive them, and they have unfortunately been lacking in intercourse with the Hongkong Observatory.

This is not, the Committee regret to notice, the first time the Chamber has had to call attention to a want of co-operation shown by the Director of the Kowloon Observatory with other similar establishments, and of apparently careless feeling against them. They are strongly of opinion that neither professional jealousy nor disapproval of the methods of other meteorological establishments should be allowed to influence Dr. Dobereck, but that he should be only too glad to avail himself of all information obtainable in order to enable him to issue timely warnings of impending bad weather. It appears that on the occasion in question the necessary warnings were given by Siewwei Observatory to such bound vessels much earlier than the Hongkong Observatory issued them to vessels bound north, and had the two Observatories been in close touch, the vessels leaving Hongkong for the north at the time would have had the benefit before their departure of the earlier warnings from Shanghai.

My Committee trust that the Government will take steps to secure reciprocal exchange of storm warnings at the Kowloon Observatory not only with Siewwei Observatory but also with other establishments friendly co-operation with all meteorological establishments throughout the Far East. They would also like to point out the great importance of the earliest possible issue of storm warnings, whenever received, no matter if it be on Sundays or holidays.

The Committee would also point out the pressing necessity that exists, in view of the enormous value of the shipping industry of the port, for the establishment of a complete code of flag signals by day and night signals by night, to which every variety of weather information to the masters of vessels, without in any way wishing to institute comparisons, it may be useful, as some guide to what is required, to mention that Shanghai possesses a code of signals which on information supplied by the Siewwei Observatory at various hours during the day, which indicates the best in the Far East. In a matter affecting the safety of vessels and the lives of those on board there should be no delay whatever, and certainly no room for the indulgence of private feeling or petty jealousy. I have, &c.,

A. R. Low, Secretary.

Mr. May replied on the 21st July enclosing the following memorandum from the Acting Director of the Observatory:—

With regard to paragraph 1, I wish to point out that the first warning of the typhoon in question was issued from this Observatory on August 1st, 11.30 a.m. A warning from Mani dated August 1st, 10 a.m., was received here the same day. In the Foochow monthly weather reports under date August 1st, I find the following warning, received from Siewwei, entered:—

'Typhoon S.W. of Loosho going N.W.' It is thus seen that warning was received at that port from Siewwei also on the 1st.

As a matter of fact two warnings with reference to this typhoon were received at Hongkong Observatory from Siewwei at 8.10 a.m. on the 4th. They were as follows:—'3rd, 12 a.m., typhoon N. of the Formosa Channel going N.W.' and, '2nd, 4 p.m., typhoon on land near Foochow going N.W.'

On referring to the monthly weather report of the Hongkong Observatory herewith enclosed, it will be noticed that similar information was issued here 24 hours earlier and 6 hours earlier respectively.

It would appear that the Chamber of Commerce has been misled by the statements of an anonymous writer in the *Daily Press*, and it is to be regretted that they did not endeavour to verify the said statements. On the contrary, I find that the *s.s. Laiyang* left Hongkong on July 30th about 6 p.m., two days before the first warning was issued from Hongkong Observatory, and two days before a similar warning was received from Siewwei at Foochow. Such a ship could not possibly be benefited by the information possessed at time of her departure, by either of the Observatories.

The *s.s. De Witte*, which is doubtless the vessel referred to in paragraph 1 as having foundered in consequence of insufficient warning from this Observatory, was really on a voyage from Moji, Japan, to Singapore, and met the typhoon on her southward voyage.

Siewwei obtains its typhoon warnings from information furnished by a chain of stations stretching from Japan through the Loosho Islands to Formosa, as shown in the accompanying map, and the whole of the information from every one of these stations is also received telegraphically by the Hongkong Observatory daily. It is the actual observations that are required by the forecasters, not expressions of opinion by others of the weather conditions likely to prevail.

This Observatory cannot be made responsible for the issue of storm warnings received in the Colony from institutions elsewhere. Such publication on our part would naturally imply agreement therewith, and frequently this does not exist, and this Observatory being not to be placed in the false position of being obliged to publish the warnings of others, without comment, and which it might fully believe to be erroneous. I have little hesitation in saying that great confusion would result at all times, and this might on occasion lead to disaster.

The important station in the Shanghai district is Gutzlaff light-house, from which we receive observations. Shanghai could be dispensed with altogether, but the Imperial Maritime Customs there forwarded observations to Hongkong, I believe, before this Observatory started work in 1884, and they have continued to do so ever since. The more observing stations the better as long as they are judiciously distributed, but three observing stations at the immediate neighbourhood of each other are quite unnecessary, and it is far more important that the Cable Companies, on whom we are absolutely dependent, and who are desirous of limiting rather than extending this service, should be asked to send us observations from districts at present unrepresented, such as Weihaiwei, than that they should be asked to do so from one already sufficiently served.

Weather information is published daily in the *China Coast Meteorological Register*. The information that a typhoon exists in the vicinity of any station is not telegraphed to us, but is shown by the observations made at such station, and is thus at the disposal of anybody who chooses to look at the Register. I suggest that more copies of the Register be printed, and that it be more widely distributed, say to all shipping firms and others to whom it is thought it may be useful. Information issued at other hours and now posted on the notice boards can be printed and circulated in the form of extracts.

But it is here necessary to point out that the time issue of the C. C. M. R. and storm warnings depends on the early or late arrival of the observations telegraphed to us by the Cable Companies. The causes absolutely beyond the control of the Observatory.

The last paragraph of the letter points out the pressing necessity for a change in the system of signalling storms in Hongkong. I have to call your attention to a letter from the Chamber of Commerce dated 23rd December, 1897 (in C.S.O. No. 3,673 of 1897), in which the following remarks occur:—'In the interests of the shipping community my Committee would respectfully suggest an early return to the system of meteorological signals in use from January 1884 to December 1896. Those signals, having been in use for 13 years, were becoming more and more understood and rightly interpreted by the boat and sailing community, as is always the case the Committee believe when a system of signalling is introduced. They likewise suggest to the authorities to consider the state of the weather at a distance on the voyages on which they were about to sail.'

With the above expression of opinion, I am emphatically agreed. The interests of the boat population must be considered as well as that of others. The simplest system in that case is certainly the best, and the adoption of any complicated or extensive system of flag signals, even possible in the case of weather really preceding typhoons, such as used in Shanghai, would in my opinion, be a step in the wrong direction. It seems strange that the Chamber should adopt its present attitude and seek to alter a system of signalling which has been in use now for 19 years—viz., in 1898, they admitted had worked successfully in the past.

A flag signal code to be useful must, in my opinion, be short and give definite information. The indication of the existence of a depression are often of such a character as to make the hoisting of a signal conveying definite information quite unjustifiable. Such information indicating the hoisting of a signal of typhoon far out at sea, or far away from any observing station must necessarily be vague, and may be misleading because the data available for forecasting purposes is quite insufficient. But a flag signal would give the information in a definite form, and of a very extensive and therefore impractical code would be adopted.

Again, flag signals would frequently have to be hoisted in calm weather, in which case they would often be unheeded by masters of vessels.

For these reasons I am of opinion that flag signals are not suited to local requirements, and further, a satisfactory code for conveying meteorological information in the form necessary, does not exist. While desirous of meeting, as far as possible, the wishes of the Committee of the Chamber of Commerce, I respectfully submit that it is impossible, something must be left to the discretion of the forecasters.

F. G. Figg.
24th July, 1902.

In his covering letter, Mr. May wrote:—After careful consideration His Excellency is of opinion that the Hongkong Observatory cannot be made responsible for the storm-warnings of other institutions, and that having regard to Siewwei's position within a chain of stations from which the Hongkong Observatory receives observations it would serve no useful purpose for observations to be also received from the Siewwei Observatory.

His Excellency has also arrived at the conclusion that an alteration in the Hongkong system of signalling storms is not desirable, and that a system of flag signals to convey weather information is for the reasons indicated by Mr. Figg not suited to local conditions, and owing to the absence of observing stations to the west and south-west of Hongkong might at times be very misleading.

But His Excellency finds that the existing system of issuing weather information is capable of improvement, and has given directions by which it is hoped that the *China Coast Meteorological Register* issued by the Hongkong Observatory may be more quickly and more widely distributed, and has authorised arrangements by which the Register, with, in special cases, when the Director of the Observatory considers it useful and desirable, be circulated by express to shipping firms and others.

The Secretary of the Chamber replied, and still urged the adoption of flag signals for the benefit of foreign shipping, while the old drum and cone signals could be made from the *Tamar* for the native boats. On the 16th August, the Secretary forwarded the following letter to the Colonial Secretary:—

Sir,—We, the undersigned, who have passed through the recent typhoon between Hongkong and Swatow, wish to bring to your notice in the strongest possible manner the inadequate and misleading system of storm warnings in the Port of Hongkong.

Relying on the weather forecast, and the absence of storm warnings, we left Hongkong for Swatow at 7 p.m. on Friday, 1st August, and met the typhoon soon after midnight.

We, and I believe the great majority of shipmasters, think the shipping should have adequate notice of weather changes. The present system of forecasts is little better than a mere and a delusion. We are, Sir, yours faithfully,
(Sd.) HASS SCHALKER, Master Ger. s.s. *Decima* (German).
(Sd.) A. E. HOPKINS, Master s.s. *Whitby* (British).
(Sd.) G. PARKINSON, Master s.s. *Ladla* (British).
(Sd.) S. C. WILDE, Master s.s. *Hong Kong* (British).
(Sd.) W. PATER-BAKER, Master s.s. *Tungshing* (British).
(Sd.) J. DEWUN, Master s.s. *Tungshing* (British).
(Sd.) G. HOPKINS, Master s.s. *Chunghing* (British).
(Sd.) G. GOSWORTHY, Master s.s. *Dagmar* (German).

The Colonial Secretary's reply may be very interesting, but as it reaches us as a shadowy outline on a sheet of flickering flame—our readers must be denied the pleasure of reading it. Attached to it, however, is the following report by Mr. Figg:—

Hon. Colonial Secretary.—With reference to the letter of the Chamber of Commerce dated the 16th instant and its enclosure, I attach the storm warnings issued prior to the departure of the *S. s. Laiyang* for Japan.

As the Masters of these vessels admit receiving this information, it is incorporated as usual in the Weather forecasts of July 31st and August 1st (See C.C.M.R. enclosed)—it would appear that they left this port on 1st August for Swatow with full knowledge that a typhoon existed to the westward and that it was likely to approach the Southern entrance of the Formosa Channel about 18 hours after their departure.

The accompanying letter from the Captain of the *Whitby* throws some light on his own action and on that of the captain of the *Decima*. It would appear that the latter vessel was here to off-loading Point about midnight of the 1st and there quite awaited the arrival of the centre of the typhoon, which must have passed over her about 15 hours later, say at 3.0 p.m. on the 2nd.

The log of the *Whitby*, where Captain appears to have acted in a more sensible manner, shows that he put back to Bias Bay for shelter that he experienced no more than a fresh breeze until 1 a.m. on the 2nd and that the centre did not reach the neighbourhood of his ship until 7.20 p.m. the same evening.

I give these facts in contradiction of the statement in the letter that the typhoon was met by them at midnight on August 1st.

The fact is simply that both ships left this port in spite of the forecasts issued and in the face of typhoon warnings separately published and widely distributed hours before their departure, and the risk they ran must have been well known to their respective captains.

(Sd.) F. G. Figg.
22/8/02.
Mr. Figg appends the various warnings sent out and the following letter:—

PROV. CAPTAIN A. C. HOPKINS, R.N.
HONGKONG METEOROLOGICAL STATION.

Swatow, 5th August, 1902.
Dear Sir,—In sending my log of the recent typhoon, I would feel obliged if you would let me know if the conditions were not accurate. The extraordinary display of lightning lighting over a bank of heavy clouds to the E. S. E. all night, the absence of swell from the centre, the N.W. wind in the advancing semicircle. Was the Captain of the *Decima* wrong in leaving for off-loading Point? I can tell you he got the centre over him. Did this typhoon recur to the W. S. W?

I must own I would think myself safe with the wind from N.W. and that to leave for on my back was the proper thing to do, but although I ran to the W.N.W. 50M. and then anchored in Fun-lo-Kong, I had the full force of the typhoon. I would feel very much obliged if you would enlighten me and a number of my conferees. Thanking you in anticipation, Yours, &c.,
(Sd.) A. C. HOPKINS.

The Standard Life.

The Standard Life Assurance Co., for which Messrs. Dodwell and Co. are the local representatives, shows steady progress. In 1901, the Company issued 4,446 policies representing new assurances to the amount of £2,028,300, so that while the directors of half a century back were content to deal with less than a score of policies weekly, the present directors have to pass between 80 and 90 at each weekly meeting. For the fourth year in succession the Standard has exceeded two millions sterling in the way of new business returns, and the directors seem confident that this annual total will be maintained in future years. Whether this will be the case or not remains to be seen, but the very fact that though the South African business must have been practically at last year, the two million mark was attained, goes a long way to justify the directors' confidence in future developments. With accumulated funds exceeding ten millions sterling, an annual revenue of more than £1,300, 600, and a table of insurance which are calculated to supply any and every want in that direction, it is indeed, difficult to place any limit to the progress of such an office.

THE FINANCES OF SIAM.

A Favourable Report.

In the multitude of counsellors there is wisdom, but it is often somewhat difficult to find in the case of the large number of very candid counsellors of Siam. There is no end to their criticism, but it is not by any means always well informed. Plain facts are not too easily come by in Siam; one cannot lay one's hand at a moment's notice on the definite results of the nation's activity that can be tabulated year by year, and that after all keep criticism of the country's progress or decadence, within some bounds. Still, something is now being done, says the *Hongkong Times*. More of the Government Departments are publishing annual reports that show what is really being accomplished in their respective provinces. The first official report on the finances of the country was issued a year ago, an event that was noted with interest all over the world. That report showed both that Siam had already gone a long way towards establishing the management of its finances on a satisfactory basis, and that the revenues was advancing each year by large amounts. A second of these publications has now been issued, and at the present moment when Siam is being kept so much in evidence the Financial Adviser's report on the Budget of the current year will be studied with some care.

It is not merely the fact that sound finance is the basis of successful government, which makes the Budget important; but a sufficiently lengthy financial record of any nation provides a fairly accurate test of the health of the body politic. In his new Report, Mr. Rivett-Carnie gives a statement showing the revenue and expenditure of Siam for the past ten years. In that time, with a decrease rather than an increase in taxation, the revenue has increased marvellously—from 15 to 30 million taels, odd. We think, therefore, that there will be general agreement with the Financial Adviser when he writes, 'In my view the satisfactory condition of the finances is one of the chief evidences of the reality of the administrative and other reforms that have been introduced by the Government during the last decade.'

Some people seem to be anxious to deny the reality of these reforms, but pre-conceived theories must give way to facts, and there is no questioning the increased prosperity and security of the people. The revenue is divided into twenty-five heads, of which nine are farms, yielding over 18 millions out of the 30. Some of these farms are being done away with, but others will always remain an important source of revenue. The most important now is the opium farm. The revenue from the land is increasing, and is now just under four millions, but that is of course far from making it one of the great mainstays of the revenue. The taxation table has been a good deal talked about lately, but it is also estimated to yield under four millions, though the population must be about double that figure.

The part of the report dealing with the expenditure of the Kingdom we have not been able to give to-day, but it contains some interesting figures. Ten years ago the Ministry of the Interior expended a sum of Taels 197, 681; this year it is expending close on ten millions and a half, half of which goes in provincial administration. Perhaps the most significant statement in the Budget is the announcement that a system has been introduced, under which the whole of the revenue derived from the Siamese Malay provinces is in future to be expended solely within the provinces in which it has been collected. Siam is waking up to the needs of the interior, and the backward Malay States are to have the special attention they require. Public works in the interior generally figure for a very large amount. A new scheme has been sanctioned under which engineers are appointed to the Survey Department in order that they may act as provincial engineers for the execution of public works in the provinces in which they are surveying. Special attention will be devoted to roads and canals. The railway construction programme has been framed for three years, 31 millions being provided for the current year, 3 for 1922 and 2 for 1923. Altogether the report is one of great interest and value, and the Financial Adviser is to be congratulated on his work in Siam.

No Money No Tamil.

The Government of India has refused to allow coolie recruitment for Straits Settlements and the F.M.S. from the Bombay Presidency. It tells planters that Madras can supply them with all the labour they want, if they will only pay the labourers fair wages. In short, with the planters it is now a case of no money no Tamil.

You can't eat your cake and have it, but you can eat your own cake and swipe the other fellow's.

Temperature.
HONGKONG, September 2, 1902.
BAROMETER—9 A.M. ... 29.75
Do. 1 P.M. ... 29.74
Do. 4 P.M. ... 29.72
THERMOMETER—9 A.M. ... 84
Do. 1 P.M. ... 86
Do. 4 P.M. ... 88
Do. (Wet bulb) 9 A.M. ... 75
Do. Do. 1 P.M. ... 76
Do. Do. 4 P.M. ... 76
Do. Maximum ... 86
Do. Minimum ... 82

To-day's Advertisements

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THE Undersigned has received instructions to S.H. by Public Auction, on

SATURDAY,
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WM. E. VAN EPS, Esq. (procurator).

Hongkong, September 2, 1902. 1798

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HONGKONG PLANTATION COMPANY AND BROWN JONES & CO.

WHILE Managing the BUSINESS of BROWN, JONES & Co., as above, I am, at same time, continuing to act as GENERAL MANAGER of the HONGKONG PLANTATION COMPANY.

H. W. S. EDMUNDS, Esq. (procurator).

Hongkong, September 2, 1902. 1801

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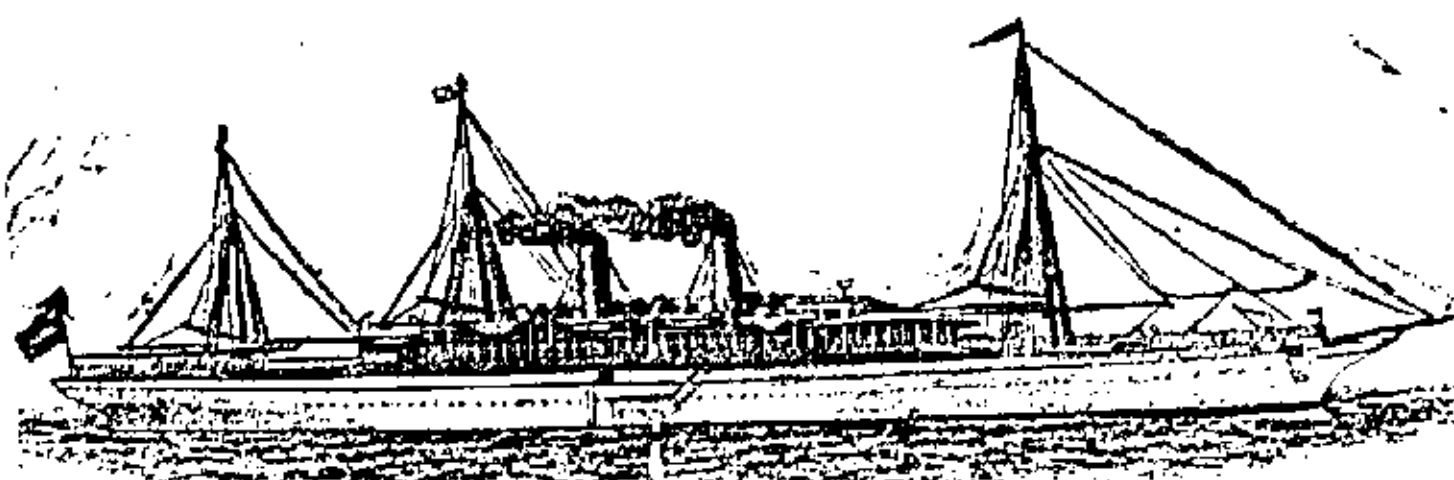
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R.M.S. *EMPEROR OF CHINA*, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, Oct. 22.
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<i>IYO MARU</i> , S. J. G. PARSONS	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOI, KOBE and YOKOHAMA.	MONDAY, 8th Sept., at 4 p.m.
<i>HIROSHIMA MARU</i> , T. MURAI	MOI, KOBE & YOKOHAMA.	TUESDAY, 9th Sept., at Noon.
<i>INABA MARU</i> , J. CAMPBELL	KOBE and YOKOHAMA.	FRIDAY, 12th Sept., Daylight.
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<i>HAKATA MARU</i> , F. L. SOMMER	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 20th Sept., at Daylight.
<i>KINSHU MARU</i> , F. L. PYLE	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOI, KOBE and YOKOHAMA.	MONDAY, 22nd Sept., at 4 p.m.
<i>IDZUMI MARU</i> , F. W. HOBSON	KOBE.	THURSDAY, 25th Sept., at Noon.
<i>TAWATA MARU</i> , A. E. MOSE	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 26th Sept., at Noon.

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A. S. Mihara Manager.

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GLASGOW AND LIVERPOOL	HYRON	2nd October.
GLASGOW AND LIVERPOOL	ADAMANT	8th October.

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IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
KONIG ALBERT	THURSDAY, 4th September.
PRINZESS IRMINE	THURSDAY, 18th September.
PRINZ REGENT LUITPOLD	WEDNESDAY, 1st October.
PREUSSEN	WEDNESDAY, 15th October.
HAMBURG	WEDNESDAY, 29th October.
SACHSEN	WEDNESDAY, 12th November.
GERA	WEDNESDAY, 26th November.
KLAUTOW	WEDNESDAY, 10th December.
BAVARIEN	WEDNESDAY, 24th December.

* Steamers of the Hamburg-Amerika Linie.
ON THURSDAY, the 4th day of September, 1902, at Noon, the Steamship KONIG ALBERT, of the Norddeutscher Lloyd, Captain C. POLACK, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Tuesday, the 2nd September, Cargo and Specie will be received on Board until 5 p.m. on Wednesday, the 3rd Sept., and till Noon on Thursday, the 4th Sept. Bills of Lading will be issued on Wednesday, the 3rd Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamers have splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

1947

NORTHERN PACIFIC S.S. CO.

BOSTON STEAMSHIP CO.

BOSTON TOW-BOAT CO.

Proposed Sailings from Hongkong.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers.

Tons.

Captains.

1902.

HYADES 3753 G. Wright Sept. 12.

GLENOGLE 3750 G. E. Warner Sept. 20.

PLEIADES 3753 W. H. Smith Oct. 4.

VICTORIA 3602 J. Pantou Oct. 18.

Steamers marked (*) have no passenger accommodation.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to
Doddwell & Co., Limited, General Agents.

Hongkong, September 1, 1902

1724

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

STEAMER

LEAVING

SEPTEMBER.

ANPING, Via SWATOW AND AMOY, MAIZU MARU, T. SAITO, WEDNESDAY, 3rd

TAMSU, Via SWATOW AND AMOY, DAIGI MARU, T. KIZANO, SUNDAY, 7th

FOOCHOW, Via SWATOW AND AMOY, ANPING MARU, J. GORO, WEDNESDAY, 10th

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class of Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, MANAGER.

Hongkong, September 2, 1902.

2579

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR STEAMSHIP CAPTAIN DATE

SINGAPORE AND BOMBAY *Managon* G. PHILLIPS, R.N.R. About 3rd Sept.MARSEILLES AND LONDON *Banca* E. P. MARTIN, R.N.R. Noon, 5th Sept.YMA Via SHAL, MOI and KOBE *Glendish* A. G. CURTIS, R.N.R. About 6th Sept.SHANGHAI *Vallet* A. G. CURTIS, R.N.R. About 13th Sept.LONDON, &c. *Parmentia* F. J. FOX Noon, 13th Sept.

* See Special Advertisement.

† For Freight only.

‡ Calling at PENANG and COLOMBO if sufficient inducement offers.

For Freight or passage, and further Particulars, apply to
E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 30, 1902.

CHINA NAVIGATION CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undermentioned.

NEXT SAILINGS.

"CHANGSHA" leaves on 13th Sept.

"CHINGTU" " " 29th

"TAIWAN" " " 24th Oct.

"TAIWAN" " " 15th Nov.

Superior accommodation amidships—Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD., Hongkong, August 26, 1902.

1600

TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's Well-known Steamship ROSETTA MARU, 3876 Tons, Captain TATE, will be despatched hence for MANILA, on SATURDAY, the 13th Inst., at 2 p.m.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess Carried.

For Freight or Passage, apply to
MITSU BUSSAN KAISHA, Agents, Prince's Building, 1st Floor, Street, Hongkong, September 1, 1902.

284

NOTICE.

MESSAGERS MARITIMES, PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, DOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 8th Sept., at 1 p.m., the Co.'s Steamship *TONKIN* Captain SCHMITZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, Via Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 7th Sept., 1902. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, August 26, 1902.

1758

GLEN LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship GLENROY, Captain SELBY, will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW, Hongkong, August 4, 1902.

1615

SHEWAN, TOMES & CO.'S NEW YORK LINE.

THE Steamship ANTON, Captain SELBY, will be despatched for the above port on or about the 20th September.

For Freight, apply to
SHEWAN, TOMES & CO., Agents.

Hongkong, August 22, 1902.

1703

Shipping.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship PRINZ REGENT LUITPOLD, of the Norddeutscher Lloyd, Captain OESSELMANN, due here with the outward German Mail, about FRIDAY, the 5th Inst., a.m. will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars apply to
MELCHERS & Co., Agents.

Hongkong, September 1, 1902.

1789

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship Captain P. H. YOUNG, will be despatched as above on FRIDAY, 5th September, at 4.30 p.m.

This steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.

Hongkong, August 30, 1902.

1775

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship Captain R. BOWMAN, will be despatched as above on MONDAY, the 8th Sept., at 4 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.

Hongkong, August 30, 1902.

1780

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TONKIN, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship GUTHRIE, Captain DABBLE, will be despatched as above on THURSDAY, the 4th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA & MANILA STEAMSHIP COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, August 19, 1902.

1707

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship OCEANIC, Captain REMES, will be despatched for the above Ports on or about SATURDAY, the 6th Inst., at 6 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, September 1, 1902.

1788

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, HEATHBURN About 6th Sept.

HILGLEN About 29th Sept.

RICHMOND CASTLE About 11th Oct.

LOTHIAN To Follow.

LOWTHER CASTLE " " "

For Freight and further information

Vessels Advertised as Loading

Destination.	Vessel.	Agent.	Date of Leaving.
Australian Ports	Changsha (s)	Butterfield & Swire	Sept. 13, at noon.
Australian Ports	Chingra (s)	Butterfield & Swire	Sept. 29.
Australian Ports	Tajuan (s)	Butterfield & Swire	October 24.
Am. Indian Ports.	Enian (s)	Butterfield & Swire	November 15.
Bremen, &c.	König Allers (s)	Melchers & Co.	Sept. 4, at noon.
Bremen, &c.	Prinzess Irene (s)	Melchers & Co.	Sept. 18, at noon.
Shanghai & Chingkiang	Taiwan (s)	Butterfield & Swire	Sept. 5.
Havre and Hamburg	Königsberg (s)	Hamburg-Am'ka Linie	September 12.
Havre and Hamburg	Bomburg (s)	Hamburg-Am'ka Linie	September 24.
Havre and Hamburg	riburg (s)	Hamburg-Am'ka Linie	October 8.
Havre and Hamburg	Silva (s)	Hamburg-Am'ka Linie	October 22.
Kobe & Yokohama	Chingra (s)	Butterfield & Swire	September 6.
Kobe and Yokohama	Imba Maru (s)	Nippon Yusen Kaisha	Sept. 12, Daylight
Liverpool	Parana (s)	Butterfield & Swire	September 24.
London	Antenor (s)	Butterfield & Swire	September 7.
London	Dardanus (s)	Butterfield & Swire	September 16.
London	Drmed (s)	Butterfield & Swire	September 30.
London	Tsun (s)	Butterfield & Swire	October 14.
London & Antwerp	Bendler (s)	Olbs, Livingston & Co	Sept. 12.
London, &c.	Paranalia (s)	P. & O. S. N. Co.	Sept. 13, at noon.
Manila	Vuonsang (s)	Jardine, Matheson & Co	Sept. 5, at 4 p.m.
Manila	Rosetta Maru (s)	Mitsui Bussan Kaisha	Sept. 13, at 3 p.m.
Marseilles & London	Banen (s)	P. & O. S. N. Co.	Sept. 5, at noon.
Messines, London &c.	Sanuki Maru (s)	Nippon Yusen Kaisha	Sept. 6, Daylight
Messines, London &c.	Turkin (s)	Messageries Maritimes	Sept. 8, at 1 p.m.
Myji, Kobe & Yna.	Hiroshima Maru (s)	Nippon Yusen Kaisha	Sept. 3, at noon.
Nagasaki & V'stoek	Savio (s)	Hamburg-Am'ka Linie	Sept. 3, at 6 p.m.
New York & Suez Canal	Heathburn (s)	Dowdell & Co. Limited	About Sept. 6.
New York, Suez Canal	Afridi (s)	Dowdell & Co. Limited	About Sept. 20.
New York & Suez Canal	Glinny (s)	McGregor Bros & Gow	September 23.
New York & Suez Canal	Afon (s)	Shaw, James & Co.	September 30.
Shanghai, Kobe, Yna.	Oceanica (s)	Messageries Maritimes	Sept. 6, at 6 p.m.
Shanghai and Portland	Indrasumha (s)	Portland & A. S. Co.	September 13.
Singapore & Bombay	Mazagan (s)	P. & O. S. N. Co.	About Sept. 3.
Slow. Amoy & Amoy	Maizouru Maru (s)	Mitsui Bussan Kaisha	September 3.
Slow. Amoy & Peking	Amoy Maru (s)	Mitsui Bussan Kaisha	September 10.
Slow. Amoy & Tientsin	Dieli Maru (s)	Mitsui Bussan Kaisha	Sept. 7.
Sydney, and Melbourne	Guthrie (s)	Olbs, Livingston & Co	Sept. 6, at noon.
Vancouver (B.C.) &c.	Parar (s)	Canadian P'fic R. Co.	Sept. 10.
Vancouver (B.C.) &c.	Empress of Japan (s).	Canadian P'fic R. Co.	Sept. 24.
Vancouver (B.C.) &c.	Athenian (s)	Canadian P'fic R. Co.	Oct. 8.
Victoria, B.C. & Seattle	Yto Maru (s)	Nippon Yusen Kaisha	Sept. 8, at 4 p.m.
Victoria, B.C. & Tacoma	Harada (s)	Dowdell & Co., Ltd.	Sept. 12.
Victoria, B.C. & Tacoma	Glenloch (s)	Dowdell & Co. Limited	September 20.
Victoria, B.C. & Tacoma	Lyra (s)	Dowdell & Co. Limited	October 4.
Yma, Shanghai, Kobe	Glenloch (s)	P. & O. S. N. Co.	About Sept. 6.

SHARE LIST.—QUOTATIONS.

SEPTEMBER 1, 1902.

Stock.	No. of Shares.	Value.	Price up.	Remarks.
Bank of China	100,000	8	12 1/2	\$505, buyers
Bank of China	10,070	5	10	\$827, sellers
Bank of China	20,065	5	10	\$27, sellers

Central Insurance Office Co., Ltd.,	10,000	5	250	50	\$170, buyers
China Traders' Insurance Co., Ltd.,	24,000	53	33	25	\$30, sellers
North-China Insurance Co., Ltd.,	5,000	2	100	25	Ts. 187½, buyers
Straita Insurance Co., Ltd.,	20,000	5	100	20	in liquidation
Union Insurance Society, Ltd.,	10,000	5	250	50	\$305, buyers
Yangtze Insurance Association, Ltd.,	8,000	100	100	50	\$127½, sellers
FIRE INSURANCE.					
China Fire Insurance Co., Ltd.,	20,000	5	100	20	\$83, buyers
Hongkong Fire Insurance Co., Ltd.,	8,000	5	250	50	\$335, buyers
DOCKS, ETC.					
H'kong & Whampoa Dock Co. Ltd.,	50,000	5	50	all	\$215, buyers
Geo. Fenwick & Co., Limited,	6,000	25	5	25	\$37, buyers
New Army Dock Co., Ltd.,	4,000	5	60	40	\$57, buyers
S. C. Farham, Boyd & Co., Ltd.,	55,700	Ts. 100	Ts. 100	Ts. 190, sales	
STEAMBOATS, TUGS, ETC.					
China and Manila S. S. Co., Ltd., {	20,000	5	50	50	\$32½, sellers
Do. {	10,000	5	50	5	nominal
Dunlop Steamship Co., Limited,	20,000	5	50	all	\$43, sellers
Harb. Q. and M. Steamboat Co., Ltd.,	6,000	15	15	15	\$57, sellers
Indo-China S. S. Company, Limited, ..	60,000	10	all	850	all
Star Ferry Company, Ltd.,	10,000	10	10	10	\$20½, sellers
Shell Transport & Trading Co., Ltd.,	200,000	1	2	1	\$14½, sales
Shanghai Tug Boat Co., Ltd.,	2,000	Ts. 100	Ts. 100	Ts. 30, buyers	
Taku Tug and Lighter Co., Ltd.,	8,000	Ts. 100	Ts. 50	Ts. 50, sales	
Shanghai Tug Boat Co., Ltd.,	6,000	Ts. 100	Ts. 100	Ts. 130, buyers	
Co-operative Cargo Boat Co., Ltd.,	3,000	Ts. 100	Ts. 100	Ts. 130, buyers	
REFINERS.					
China Sugar Company, Limited,	20,000	5	100	all	\$97½, sellers
Iruen Sugar Company, Limited,	7,000	100	all	115	sellers
Perak Sugar Cultivation Co., Ltd.,	7,000	Ts. 50	Ts. 60	Ts. 77	
WHARVES.					
H.K. & Kw. Wharf & Godown Co.,	20,000	5	50	all	\$86, sellers
Shanghai and Hongkong Wharf Co.,	20,100	Ts. 100	Ts. 100	Ts. 297½, sales	
LAND AND BUILDING.					
Hongkong Land Investment and Agency Company, Limited,	50,000	5	100	100	\$172
Shanghai Land Investment Co., Ltd.,	30,000	Ts. 50	Ts. 50	Ts. 117½, sales	
Kowloon Land and Building Company,	6,000	5	50	30	\$30, sales & buyers
Wei-hei-wei Land & Building Co., Ltd.,	3,764	Ts. 25	Ts. 25	Ts. 18½, sellers	
Wimpey's Estate & Finance Co.,	100,000	10	all	111½, buyers	

[illegible]

Company	Amount	Term	Interest	Quotation
Anglo-Hong-Mow Cotton-spinning Co., Ltd.	10,000	116	10%	Cis. 50, sellers
Anglo-Siam Cement Co., Ltd.	8,000	114	10%	Cis. 75, sellers
Anglo-Weaving Co., Ltd.	2,000	114	50%	Cis. 150
Anglo-Chinese Spinning Co., Ltd.	0,000	\$	1	\$ 10, sellers & sellers
Anglo-Powder Ltd. (Mortgage)	7,500	\$	2	\$ 15
Anglo-Cotton Co., Ltd.	30,000	\$	10	\$ 20, sellers
Anglo-Burma Company, Ltd.	3,200	\$	10	\$ 20, sellers
Anglo-Indo-China Spinning Co., Ltd.	1,500	\$	16	\$ 30, buyers
Anglo-Powder Ltd. (Mortgage)	12,600	\$	10	\$ 84, sellers
Anglo-Powder Ltd. (Mortgage)	200	\$	50	\$ 500, Nom.

VERNON and SMYTH, *Share-brokers.*

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